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to refuse to publish any communication
which he deems to be unwelcome or
inappropriate. The Editor's address is
The Daily Press, 131, Queen's Road, Hongkong.
P.O. Box 33. Telephone No. 12.BIRTH.
On the 9th April, at Shanghai, the wife of A.
D. LANDAU, of a son.
DEATH.
On the 11th April, at No. 2, Ward Road,
Shanghai, REGINALD EUSTACE, the third son of
JAMES and ANANDA C. FETTERSTONHAUGH, aged
three years.

The Daily Press.

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HONGKONG, 18th April, 1903.

The death of Yung Lu removes one more of the old type of officials whose ignorance of the new world conditions prevailing throughout the globe have brought so much misery on their native countries. Without any pretence of statesmanship he yet possessed so much of the statescraft that is often mistaken for it, that for many years he has not only preserved his own in the corrupt administration of Peking, but has made himself sufficiently powerful to make his influence felt throughout China, and to become a factor which even the most influential of the Powers have felt themselves compelled to reckon with. That under the old conditions Yung Lu might have materially altered the course of events in the Far East goes, we may say, without saying; that under the new he well might have brought about the ruin of his country is equally incontrovertible. Those new conditions Yung Lu never had the ability to comprehend, and we may without hesitancy say that his removal can only be looked upon as a relief to the country he so badly served. To residents in China who are able to measure the position of affairs, the forbodings of the home Press as to the immediate future seem strangely despondent; and we can only attribute their lugubrious tone to a mistaken view of the real power possessed by the late favourite of the EMPRESS DOWAGER. In point of fact though Yung Lu's private sentiments up to the very end never underwent any change for the better, his ability for evil has been long a thing of the past. Even the Dowager Ts'ui with all the will has seen the necessity of discarding him, and sorely against

her own desires has had to yield to the too powerful current. Still the best wishers for China's prosperity and independence cannot but feel that a distinct bond has been removed out of the way, and that there is now less friction in the way of the machine of State. In this respect, the present condition of affairs in China contrasts favourably with that prevailing in Turkey. The Chinese in worldly affairs have never shown themselves blind to their own best interests; there are in China no questions of oppressed nationalities to complicate the question of reform; and the nation, though like all Oriental peoples, conservative to the backbone, has throughout its history shown a ready ability to take a practical grasp of an altered position. The vast majority of the nation has become convinced that times have altered and the present system is not able to cope with the altered position, and a pressure, none the less real that it is silent, has undoubtedly begun to assert itself even in the councils of Peking. The old school of which LA HUNG-CHANG, YUNG LU and SUENG KUNG-pao were the most conspicuous examples has no successors; new men and new ideas are forcing themselves to the front, and as each one of the old drops off, his place is filled by men of different calibre. We do not flatter ourselves that the new men are morally better than the old, or that their ingrained prejudices are powerful. They have, however, learned a good deal of the practical side of the politics of the world, and there is, we believe, little chance of the old follies being repeated. Nor, as we have said before, are we disposed to place much importance on the efforts of such discredited barbarians as Prince TUAN and TUNG FU-SHANG. It is probable enough that they have had the secret connivance of both Yung Lu and the Dowager Ts'ui, but the power for mischief of both one and the other was at all times greatly exaggerated, and even before the access of the former was a practically negligible quantity.

In the acting appointments which he has made consequent upon leave of absence being granted to Sir W. M. GOODMAN, the Chief Justice, His Excellency the GOVERNOR has made a departure from a long established practice which does not meet with public approval. Hitherto, it has been the practice in the Colony when the Chief Justice has been away on leave to appoint the Puisne Judge to act in his place; but on the present occasion the chains of the Attorney-General to the honour have been preferred to those of the Puisne Judge. It has been stated that the appointment belongs to the Attorney-General as of right, which presumably means custom or precedent, (such as the appointment at home of the Attorney-General to be Lord Chief Justice) for we can find no Colonial Office rule on regulation bearing on the question, these provide merely that every officer proceeding on leave must make adequate arrangements for the performance of his duties. In this case Sir W. GOODMAN proceeds on vacation leave, which carries full pay. There is no abatement of salary during vacation leave, but the leave must be recorded under the Governor's hand, and the officer absenting himself must, with the concurrence or sanction of the GOVERNOR, have made such arrangements as may be necessary for the adequate discharge of his duties without cost to the public. The proper course to have followed therefore was for Sir W. GOODMAN to have asked Mr. JUSTICE WISE to perform his duties for the two months that he was taking leave, without any necessity of removing the Attorney-General and the Government putting in a non-service man, thereby dislocating both the judicial and legal departments. The criticism which the acting appointments have evoked has been due not to any hostility to the gentlemen who have been honoured by the appointments by H. E. the GOVERNOR, for they are both gentlemen of unquestioned ability and integrity—but it originates partly in the high respect which is generally entertained for Mr. JUSTICE WISE, whose long experience in the Colony no less than his proved ability as a Judge constitute the strongest possible claim to the honour of the acting appointment to the Chief Justiceship. It is, we have no doubt, disagreeable to all the gentlemen concerned to find their names used in a discussion of this kind in the public Press, but the present acting appointments invite criticism inasmuch as they constitute a departure from established practice, appear to us to be bad in principle and opposed to the letter and the spirit of the Colonial Office rules and regulations. "In general it may be stated," says Rule 76, "that his Majesty will be advised to regard more favourably appointments which are in the nature of promotions of meritorious public servants rather than appointments made in favour of persons new to the public service," and again (Rule 73), "great weight must always be attached to local services and experience." In the best interests of the service, it is desirable that these regulations should be strictly observed.

A Chinese hawk was robbed by highwaymen beyond Kowloon City on Thursday night last. He was stabbed in the right arm and robbed of a small sum of money.

A Singapore broker, Seth Agar, has been arrested on a warrant on the allegation of having dishonestly induced G. R. Oehlers to deliver to him the sum of \$1,200.

Five fresh cases of plague, bringing the total for the year up to 254, were notified during the 24 hours ended at noon yesterday. All the victims were Chinese, and in three instances the disease proved fatal.

The Rifle Association competition to-day will be for a Subscription Cup and Spoons, commencing at 2.30 p.m., weather permitting; ranges, 200, 300 and 600 yards.

There is advertised for sale the British composite barque *Lucia*, 640 tons register, 1,050 tons d.w., as she now lies in the Harbour. Further particulars will be found in another column.

H.M.S. *Glory* and *Blenheim*, the Russian *Admiral*, the Italian *Catania*, the German *Hansa* and the French *Pascal*, were in the foreign line at the Japanese naval review at Kobe.

The Criminal Sessions begin to-day. Only one case is down on the calendar. Lai Sun is charged with defilement of a girl under twelve years of age, and the girl's father and mother are charged with being accessories.

Whilst a hukong was on duty at a plague house at 26, Aberdeen Street on the afternoon of the 16th inst., he saw a coolie emerge from the place with some bottles, wood, and pieces of clothing that he had picked up inside. He arrested the man, who was sentenced to 14 days' hard labour yesterday by Mr. F. A. Hazeland, Police Magistrate.

A Tokyo telegram to the *N. C. Daily News* states that the Japanese journals publish numerous telegrams which indicate that the evacuation of Manchuria by Russia is altogether mythical. It is believed that the Russian procedure is plainly suggestive of warlike intentions, or is a tentative display to test the patience of the Powers. There is growing excitement in public opinion in Japan.

On arrival at Halifax, N.S., last month, the British steamer *Undonda* reported that she was in a hurricane for nineteen days, during nine of which she covered only 300 miles. She was driven back one day sixty-eight miles and another day seventy-four miles. Mountains swept her decks from stem to stern, smashing boats, bridges and steering gear. The carpenter was crushed to death in the after-house and the boatswain had his arm broken. Four of the crew were badly hurt. Constant use of oil kept the steamer from being engulfed by the seas.

Thirty-seven Chinese, who were taken to San Francisco from Hongkong in the steamship *Coptic* to serve as a crew for the British steamer *Wyndell* and were transferred to that vessel were, it is reported, to be sent back to their homes. A protest against the employment of the Chinese on the *Wyndell* was made to the Rosenfelds, owners of the vessel, by labour union representatives, and was favourably considered, although the Chinese demanded wages for the four months that will have elapsed from the time they were engaged in China until they are returned here.

The best sailing vessel flying the American flag is the steel four-masted *Atlas*, which arrived at Baltimore a few weeks ago after a run of 15,300 miles from Hongkong in ninety-two days. The *Atlas* averaged 172 miles a day and 7½ knots an hour. Her best day's run was 312 miles, at the rate of 12½ knots an hour. This breaks all authentic records, except that of the barque *Amy Turner*, which made the run from Hongkong to the Virginia coast in eighty-seven days. The *Atlas* beat out of sight the British barque *Kelat*, which cleared for New York eleven days ahead of the *Atlas*. The English captain is said to have backed the sailing qualities of his vessel, but at the time the *Atlas* reached Baltimore the *Kelat* had not arrived in New York.

At the annual meeting of the Associated Chambers of Commerce last month on the motion of Mr. G. H. Cox (Liverpool), seconded by Mr. A. F. Firth (Hull), a resolution was passed expressing the opinion that a survey should be undertaken for a light railway from Blamo to Mowin, via the Taping Valley, with a view to promoting facilities for the conveyance of merchandise between Burma and South-Western China, and that post offices should be opened in the district under British management, in order, amongst other purposes, to facilitate and make secure the transmission of cash for the settlement of trade accounts in substitution for the present method of conveying cash by mule caravan.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hongkong & Whampoa Dock Co.	\$100
P. & O. S. Navigation Co.	50
Milner & Co.	50
Rover & Co.	50
Nippon Yusen Kaisha	50
Siemens & Co.	50
Standard Oil Co.	50
Brewer & Co.	25
Bradley & Co.	25
Bank de L'Indo Chine	25
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D. S. Dady Barrow	25
Cawagoe Polany & Co.	25
Chun On Fire Insurance Co.	25
Denary & Bowley	25
Deutch Asiatic Bank	25
Dodwell & Co.	25
Man On Insurance Co.	25

According to Admiral Fremantle, Britain is 167 cruisers short of the number which would be required in war-time for the adequate protection of trade routes.

"It is one of the little singularities of these modern times"—we quote from the *Times* of March 1, 1893—"that the offender you hear of a lady being at home, the less domestic is her character; and, that the wider she opens her doors to her acquaintance, the more impenetrably barred are they to her friends and her tradesmen."

A New York telegram of the 11th inst. states that while the U.S. battleship *Isaac* was at target practice one of the guns in her forward turret exploded killing three of the crew and seriously injuring a number of others. The superstructure of the ship is badly damaged and she will require extensive repairs. A court of enquiry will be convened to investigate the disaster.

A telegram from New York to a Manila contemporary says the Vatican has announced three American appointments to the Philippine dioceses. They are Rt. Rev. George Montgomery to be Archbishop of the islands, and Dougherty and Rooker to be bishops. A later telegram states that Rt. Rev. George Montgomery has declined the appointment, as he desires to stay in his present diocese.

The steady persistence manifested by Chinese traders and shopkeepers in setting the law at defiance in the matter of verandah obstruction, is, says the *Straits Times*, to say the least of it, amazing, and amounts to contempt for the law and its machinery. The same moon appeared before the Summons Court week after week, and it is becoming quite a common thing, the prosecuting officers say, that a defendant has been convicted a dozen times. In many cases the nature of the obstruction is such as to practically block the footway, and the man who so blocks the way thinks he is right, and lives in the pious hope that he will tire out the officials, whom he now accuses of persecuting him. Might not an introduction of the tidy system that obtains in the towns of the Netherlands Indies prove beneficial to Singapore?

The Comptroller-General in some remarks on the appropriation account for the Navy, mentions under the heading "Penalties for Delay," that since the date of his last report the committee appointed to enquire into the general question of arrears of shipbuilding have issued their report, and with regard to the question of penalties, while the committee are of opinion that penalty clauses should be retained in all contracts, and that there are instances in which penalties should be enforced, they express their belief that "nothing will be gained, and something might be lost, by making it a rule to enforce penalties for delay in construction." In an appendix a statement is made of the more important instances of late delivery on which penalties have accrued but in none of which instances does it appear that penalties were enforced. Deductions, however, were made on account of failure to obtain contract speed in certain cases and fines were inflicted in several cases where contracts for guns were not completed to time.

The *Lancet* discusses the pathology of the state of the man who is "run down," and suggests a remedy. At will a man cannot change his daily occupation, but our contemporary suggests that "a variety of parasites should save the mind from the dulling effects of monotony." "The brain should be trained, so to speak, to switch itself off directly the opportunity occurs, and instead of continuing to weary itself with the contemplation of business or professional complexities should reveal as soon as active work is stopped in other intellectual fields. The pleasures and distractions of the society of one's fellow-creatures, to some temperaments the most complete of all alleviations of worry, are not always at hand, but a hobby may be constantly accessible, and it behooves all men who find themselves "run down" to make an attempt towards the enjoyment of some intellectual activity different from that constantly demanded by their daily occupation." The prescription, if not new, is no doubt sound. It certainly worked to a marvel with Mr. Gladstone.

The N. Y. K. steamer *Isaba Mara*, which leaves here this morning for Europe, takes away two of the oldest residents in the Colony. In fact, we believe Mr. C. C. Cohen was the oldest resident. He came out in 1857 to join the firm of Oxford & Co., and has only visited his native country once since his arrival. Mr. Cohen was Chairman of the Stockbrokers' Association, and has been a familiar figure amongst the brokers for the last thirty years. Mr. G. C. Anderson, who is also a very old resident, has been nearly as long in China. He was for many years in Messrs. Jardine, Matheson & Co.'s coasting steamers, and was well known as commander of the *Appin*. He left that steamer to accept a shore appointment in the Indo-China S. N. Co., and has more lately acted as agent of the Bureau Veritas. Mr. Anderson has always taken a keen interest in the Navy, and for more than two years has acted as Hon. Secretary of the Navy League, in the promotion of which he showed much energy and secured a large accession of members. An address from the Committee expressive of their great appreciation of his services in this capacity was presented to him shortly before his departure. Mr. Anderson was also entertained at a farewell dinner at the Hongkong Hotel by his numerous friends connected with the shipping interest, while the St. Andrew's Society (of which he was a former chairman) presented him with a silver watch as a memento of his long connection with it.

TELEGRAMS.

REUTERS' SERVICE.

THE STRIKES IN HOLLAND.

LONDON, 15th April.

The strikes in Holland are collapsing.

THE FRENCH PRESIDENT'S TOUR.

LONDON, 15th April.

President Loubet has left Marseilles.

THE RESIGNATION OF M. REVOIL.

LONDON, 15th April.

M. Edgar Combes, son of the French Premier, has requested the Public Prosecutor to institute proceedings with a view to elucidating the insinuations of M. Grenoble in the *Petit Dauphinois* that he had offered to secure permission for the Carthusian Monks to remain in France for a large sum of money. M. Revoil, who is a nephew of the proprietor of the *Petit Dauphinois*, is obscurely connected with this affair.

THE BAGDAD RAILWAY.

LONDON, 15th April.

The Directorate of the Bagdad Railway at present consists of nine Germans, seven Frenchmen, two Swiss and one Austrian. The conditions for the participation of British capital are not yet definitely settled. The nominal capital of Frs. 30,000,000 mentioned yesterday was share capital.

THE SUEZ CANAL BLOCKED.

LONDON, 15th April.

A barque sunk by a Russian cruiser has been blocking the Suez Canal since Monday. The *Orizaba* and *Plassy* are delayed in consequence.

LATER.

PRESIDENT LOUBET'S TOUR.

LONDON, 15th April.

President Loubet has arrived at Algiers; in the afternoon the foreign warships simultaneously saluted with 21 guns.

SENTENCE ON THE MURDERER OF

THE RUSSIAN CONSUL AT

MEIROVETZA.

LONDON, 15th April.

The murderer of M. Stecherbinas, the Russian Consul at Meirovetza, who was previously sentenced to fifteen years' imprisonment, has now been sentenced to death in consequence of imperative representations by Russia.

TO-DAY'S GYMKHANA.

A gymkhana under the auspices of the Polo Club will be held on the Race Course at Happy Valley this afternoon, commencing at 2.30 p.m., when the first race, one for polo ponies, will be run. There are seven events on the card, and they are sure to provide excellent sport and make the afternoon an enjoyable one.

WEATHER REPORT.

The Hongkong Observatory issued yesterday the following report:—

The barometer has fallen over Central Japan, risen elsewhere, particularly over the E. coast of China.

A high pressure area lies over Central China, and pressure is relatively low over Central and N. Japan.

Gradients rather steep with strong N.E. winds on the China coast, slight with moderate but increasing N.E. winds over the N. part of the China Sea. Forecast.—Fresh N.E. winds; rainy at first, improving later.

POLLARD'S LILLIPUTIANS.

Last night the Company repeated *La Mascotte* to another full house, which showed its appreciation by encoring all Audran's beautiful numbers. The management should have played this opera longer, as there are many who were unable to secure seats. The matinee of *La Mascotte* ought to be largely attended, as this is an opera which will especially interest the little ones. Mr. Pollard informs us that the curtain will not go up till 3.30 p.m. in order to allow all to be seated. To-night and Monday *A Gaiety Girl* will be the attraction, and on Tuesday, the last performance, *Pousse Cafe*.

JUNK PIRATED.

On Thursday last a daring piracy was committed on board a fishing junk lying at anchor in Starit Inlet, a bay situated in British waters outside the harbour, but close to Chinese territory. Six Chinamen rowed off to the junk and boarded her before the occupants became aware of the hostile intentions of the visitors, who were armed with revolvers and daggers. A fight ensued, and one of the junk's crew was wounded by a shot; this man in his fear jumped overboard and was drowned. The remaining members of the crew, seeing the measures the pirates were prepared to adopt to achieve their purpose, ceased to oppose them, and the pirates proceeded to pillage the junk. They took \$100 in money and everything worth the trouble of carrying away, ultimately leaving the boat and making their way back into Chinese territory beyond the possibility of capture.

THE ELECTRIC LIGHT STATION IN KOWLOON.

Residents in Victoria have hitherto held an advantage over their neighbours in Kowloon in the possession of the electric light as an illuminant for their streets, offices, and residences, but the completion of the new lighting station at Hunghom of the China Light and Power Co., Ltd., has equalised matters in this direction and placed Kowloonites on a level footing with people on the other side of the harbour. The station in question was completed only recently and commenced operations on 2nd February last, since when everything in connection therewith has been running with complete smoothness unmarred by a hitch of any kind. For a new concern feeling its way the business is doing remarkably well, and there is not the slightest doubt that it will be closely identified with the future development of Kowloon. Looking ahead of the times, its promoters have not waited till that development had assumed mature shape; till a want had arisen which competition would strive to supply. They have seen what is coming, and with ready forethought are prepared with the means to meet one of the first demands that will be made when the tide of population flows over British Kowloon.

Many people have visited the new power station since its erection, and all have manifested a keen interest in its working arrangements. The station is situated on the east-front of the main road leading to Hunghom, and covers an area which leaves room for a considerable extension of the works should increasing business necessitate it. The power house, a large, airy building, holds three generators known as two-phase high-tension dynamos. These were made by the famous Westinghouse Company of America, and each has a capacity of 75 kilowatts; they are driven by patent compound surface-condensing engines, capable of developing over 100 h.p. each, and manufactured by the Ball & Wood Company of New York. Downstairs from the power-house is the boiler-room, where the plant is of an equally up-to-date type. There are three boilers built on the water-tube principle, each of them with a capacity of 100 h.p. Technically known as sectional boilers, they are of the latest American pattern—efficient, safe, easy of access for cleaning purposes and presenting every facility for quick and inexpensive repairs. In the store and godown attached to the station is to be found a large stock of electrical fittings of every description.

The station, which is at present under the management of Mr. J. Johnston, an electrical engineer of experience who supervised its erection, has been designed for supplying light and power over a radius of two miles; and in the latter direction possesses special adaptability. Its two-phase system doing away with the expensive switch arrangements for the starting of motors necessary in the case of other systems. The main lines have been completed to the Green Island Cement Company's works at Hok Tin in one direction, and to the Kowloon Hotel in another. In addition to the Green Island Cement Company, the station has been supplying light to a number of Chinese places of business and residence in Hunghom, and is thus already finding an ever-widening sphere of usefulness. Messrs. Shewan, Tomes & Co. are the general managers.

THE DEATH OF YUNG LU.

The Grand Secretary and Councillor Yung Lu, generally known as the most powerful Minister of the Throne, died on the 12th inst. from alleged paralysis of the heart's functions. He had been ill for nearly three months of rheumatic fever and asthma, and was laid in his coffin at a quarter to eleven at night. The death of Yung Lu will be a favourable opportunity for the admittance of Yung Chang Ching into the Grand Council, while the Wen Am Tien, or Senior Grand Secretaryship, will probably fall to Kuo Kang, the Junior Manchurian Grand Secretary, and the latter's post to the Manchou Assistant Grand Secretary, Chang Li.—*N. C. Daily News*.

KINSHAN VOYAGE OF THE "KINSHAN".

The new river steamer *Kinshan* (Capt. J. J. Lomas), built at the Kowloon Dock for the Hongkong, Canton, & Macao Steamboat Co., Ltd., made her maiden voyage to Canton on Wednesday, and returned thence soon after midnight on Thursday, after an entirely satisfactory trip. Mr. W. Wilson, manager of the Kowloon Dock, and Mr. W. Ramsey, superintendent engineer for Messrs. Butterfield & Swire, were on board, and a small party of ladies and gentlemen participated by invitation in the run to and from Canton. The *Kinshan* left the wharf here at twenty minutes to six on Wednesday afternoon and arrived at Canton at 6.15 the following morning. There a little informal dinner was partaken of at the residence of Captain Lomas, whose health and the prosperity of whose vessel were drunk. No personal functions were observed on voyage, the entire run being marked by an absence of formality. On leaving Canton, crackers were exploded to bring "good jobs" to the *Kinshan* which made the run as far as Tiger Island slowly, and from there put on full speed, arriving at her wharf here, as already stated, soon after midnight on Thursday.

LATEST STEAMER MOVEMENT.

The C.M. steamer *Panguy* left Shanghai on the 17th inst., a.m., and is expected here on the 20th inst., a.m.

SUPREME COURT.

Friday, 17th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM
M. GOODMAN (CHIEF JUSTICE).

A CHARTER PARTY DISPUTE.

Judgment was given in the case in which Tam Loug Chuen and another, ship charterers, carrying on business in co-partnership at 728, Des Vaux Road Central, sued J. E. von der Ohe for damages, the action having arisen out of the charter by the plaintiffs of the Norwegian s.s. *Sleipner*. The plaintiffs cancelled the charter party on the ground, as they alleged, that the steamer did not come up to the speed stipulated, and claimed damages accordingly. Defendant denied that there had been any breach of the conditions regarding speed and stated that if there had been it was caused by the foul condition of the ship's bottom and other defects; he further contended that, even although there was failure on the part of the *Sleipner* to conform to speed conditions, such failure did not entitle plaintiffs to cancel the charter party, and he accordingly made a counter-claim for damages.

Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. F. B. L. Bowley of Messrs. Dennis and Bowley, solicitors), was counsel for the plaintiff; and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. G. C. C. Master of Messrs. Johnson, Stokes and Master, solicitors), was for the defendant.

His Lordship in giving judgment said:—In this case, the plaintiffs claim damages against the defendant for breach of a charter party alleged to have been committed by the owners of the Norwegian steamship *Sleipner*. The charter, which began on 27th January, 1902, was between the plaintiffs and the East Asiatic Trading Company, as agents for the defendant, and the captain of the *Sleipner*. It was a time charter for 12 months, and one of the conditions was that the *Sleipner's* speed should be about nine knots in fair weather, on a consumption of about 11 tons of best Cardiff coal per diem. The charter began to run at Bangkok. The *Sleipner*, which was built at Bergen in 1901, had not been out in these parts before, and, therefore, the charterers knew nothing of her except by the description in the particulars. The charter was arranged by Mr. Røge, of Lambø and Røge, and he got his particulars from the East Asiatic Trading Company, knowing nothing personally of the vessel. On the 1st July, 1902, the plaintiffs cancelled the charter party on the ground that the ship failed to comply with the condition as to speed. This step was taken after the *Sleipner* had made several trips which, in the plaintiffs' opinion, showed, taking them altogether, that the *Sleipner* did not comply with the condition mentioned. The defendant alleges this cancellation to be wrongful, and counter-claims for damages. He denies the failure to perform the speed condition and further says that, if the *Sleipner* failed to perform such condition, such failure did not justify the plaintiffs in cancelling the charter party. Under the charter the plaintiffs were to pay 6,700 Mexican dollars a month for the use and hire of the steamer, and it is admitted that they duly paid that sum till the date of cancellation. The case was tried at considerable length, before me, occupying no less than seven days, and I do not think that any point which could assist the contention of either side was omitted by the counsel who appeared for the respective parties. Ten witnesses were called by the plaintiffs and eight by the defendant, and the evidence was voluminous. The *Sleipner*, after being chartered, left Bangkok on her maiden voyage to Hongkong on the 3rd February, 1902, and she arrived at that port on the 26th, after having had to put into Saigon for additional coals on her way. According to the evidence of her master, Daniel Rodeth, she had on leaving Bangkok with a cargo of rice, 96 tons of Japanese, which they bought from a steamer. One would have expected that 236 tons would have brought her safely to Hongkong, a distance roughly of 1,500 miles (I think, in evidence, it was stated to be 1,497 miles). Naturally, she was likely to encounter a heavy monsoon at that season of the year, but if she had made an average of even five knots she ought to have done the trip in about 123 days. One cannot be surprised that the charterers were vexed at having to pay an additional coal bill for \$4,350.25 for an extra 250 tons bought by the captain at Saigon. The captain, however, explained that after two days of fair weather, they experienced gales of wind for eight days and he deemed it safest to put into Saigon lest they should run short of coal. But it was proved that the *Germania*, which in her charter is described as a 94 knot steamer, arrived in Hongkong from Bangkok the same day as the *Sleipner* (26th February) having left Bangkok on the 18th; that is to say, over a fortnight later than the Norwegian ship; and in ordinary circumstances it is at most an eight-days' voyage for ships of about the 9-knot class. Others did it in that time in February, 1902. However, at the interview Capt. Rodeth explained that the bad weather was the cause of it all and that really the *Sleipner* could do her 9 knots. According to the evidence the second voyage began on 2nd March and lasted till 19th May. It included trips to Saigon, thence to Singapore, back to Saigon, thence to Manila and Rejing, and finally back to Hongkong. On this voyage the performances of the *Sleipner* were better but on the whole much nearer eight knots than nine. This failure to come up to the speed condition was accounted for by the captain by allegation of bad coal. But it must not be forgotten that on 1st March, in

sending the coal on board, the charterers wrote to the chief engineer: "We beg to send you 100 tons Cardiff coal and 70 tons Shikano lump coal, which we hope you will be good enough to weigh on board and receive it if it is in good condition, and also return to us the enclosed receipt by the bearer after you have signed it." It seems strange in face of that letter to have the second engineer describe in the witness-box that very coal as consisting of only four or five tons lump and all the rest like sand. The coal was very expensive coal and it was nearly all like sand it should not have been received on board in face of that letter, at all events without telling the charterers at the time. On the 31st May, after the plaintiffs' solicitors had written the letter of 26th May, 1902, practically warning the agents that next trip would be treated as a final bet, the third and last voyage began, counting the voyage up from Bangkok as the first. It was to Hilo and back, and the speed was about 6.6 knots. But this the captain explained was owing to the want of dry docking, which had not been done since the vessel left England the previous November. Indeed he wrote a letter dated the 26th May which he delivered to the charterers on the 27th May as follows:—"In consideration of your chartering the s.s. *Sleipner* on conditions that make it impossible to dry-dock the steamer when I find it necessary, you will please notice that the speed will be accordingly and all other consequences resulting therefrom be on your own risk and expense." The charterers cancelled the charter on 1st July and then the ship was docked, and no doubt at that time had a foul bottom, in spite of having been altogether somewhere about 20 days at Saigon during the charter in fresh water. The case for the charterers was that, at all events in the China Sea, the *Sleipner* (which is built, as Mr. Gordon put it, somewhat like a collier or barge and lacks the coefficient of fineness required out here) is not a ship of about 9 knots in fair weather. After consideration of all the evidence, and the excuses as to coal and, on the last voyage, of foul bottom, I find as a fact that there was a substantial breach of the charter party condition as to speed and that the plaintiffs were, in all the circumstances, entitled to cancel the contract. It was, however, urged by Mr. Morgan Phillips that even if there was a failure of performance as to the speed condition, yet the plaintiffs had waived their right to cancel by not having done so at once, i.e., so soon as the vessel arrived from Bangkok or at all events at the end of the second voyage under the charter. No doubt it is the law that if the breach of a condition precedent is waived by one of the parties to a contract, by not repudiating the contract, after he knows of such breach, the condition precedent is converted into a simple term of the contract and its breach only gives rise to an action for damages. But in the present case, it must be borne in mind that the defendant has all along denied that there ever was a breach, and, so far from admitting it, would have gone to law with the plaintiffs if they had repudiated the contract. Indeed he has now done so and counter-claims in this action. The plaintiffs were, surely, justified in continuing to employ the ship and pay the stipulated monthly sum for so doing, till they had given her a sufficient trial to enable them to establish that a breach had actually occurred and thus to show that they were entitled to cancel the charter party. It is contrary to common sense that the plaintiffs, having paid the full contract price for the use of the *Sleipner* for over five months, and been put to extra expense for coal, should be told that they must go on employing her till the end of the twelve months, because they were induced by the Captain's explanations and excuses as to the first and second voyages to give her a very full trial before cancelling the contract. The correspondence between the parties must not be forgotten. I am aware that much has been said on both sides which merits careful consideration, both as to the facts and the law, but, after giving the evidence and the legal arguments full consideration, I find that there has been a breach of the speed condition of the charter party of such a character as to defeat the commercial purpose of the charter party. I hold that the charterers were entitled to cancel and that there was no waiver of their right, having regard to all the circumstances, including the correspondence between the parties and their solicitors. The plaintiffs are, therefore, entitled to judgment with costs and, unless the parties can agree upon a sum, the amount had better be referred to some gentleman conversant with such matters. The parties, I understand, are not likely to have any difficulty in agreeing upon such a referee, but if they cannot agree, they had better mention the matter to me again, and I will arrange for the assessment of damages. In all the circumstances, I do not think they will be found to amount to anything in the least like the large amount claimed by the plaintiffs.

After delivering judgment His Lordship remarked that the case had given him a great deal of anxious thought and trouble. He thought the right course under all the circumstances would be for some sum—quite a small sum—to be agreed upon between the parties so that the defendant would be saved the expense of a reference. The plaintiffs were the winners and they might very fairly be merciful on the point of damages.

Mr. Sharp—Certainly, my lord.

His Lordship added that with regard to the defendant he might mention that the expenses in the assessment of damages would naturally fall on him and therefore he thought it would be advisable on his part to agree to the payment of such small sum and save further expense in the matter.

The Court adjourned.

CHINA & MANILA STEAMSHIP CO., LD.

The report for presentation to the shareholders at the twentieth ordinary general meeting to be held at the office of the General Managers on Wednesday, 29th April, is as follows:—

Annexed we beg to submit to shareholders the usual statement of accounts for the year ending 31st December, 1902, showing a debit balance of \$44,354.81, to be carried forward to new account.

The s.s. *Emeralda* was sold in June 1902, for £14,500 and the s.s. *Diamond* in March 1903, for £23,750. The remainder of the Company's vessels, *Perla*, *Rubi*, and *Zafiro*, were kept in constant employment throughout the year, and are at present in first-class order and condition.

CONSULTING COMMITTEE.
Messrs. H. P. White and G. H. Medhurst resigned from the Committee, and Mr. J. H. Lewis re-joined it. In accordance with the articles of the association, Messrs. N. A. Siele, D. E. Brown and J. H. Lewis retire, but offer themselves for re-election.

AUDITORS.
The accounts have been audited by Messrs. T. Arnold and W. H. Fotts, who are recommended for re-election.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 17th April, 1903.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, April 17th.—Business has been quiet since the opening of our market after the Easter holidays but rates generally continue to be fairly well maintained.

BANKS.—Hongkong and Shanghai have been booked at \$655 and further shares can probably be obtained at this figure. London is unchanged at \$53. Nationals continue in some regard at \$25.

INSURANCES.—Hongkong are quiet with probable sales at \$310. Chinas have eased off, and after sales at \$86 down to \$83 are on further offer at the latter rate.

MARINE INSURANCES.—Unions continue quiet at \$535. China Traders have been booked at \$80 and there are further sellers at this rate. Cantons are reported sold at \$167. North Chinas and Yangtzes are steady at quotations.

SHIPPING.—Hongkong, Canton and Macao have continued in request, and further sales at \$36 are reported. Indo Chinas have ruled somewhat erratic, but at the close are inclined to firm up with probable buyers at \$106.

China and Manilas have again been booked at \$25. Douglases continue on offer at \$43. Star Furies are in request at \$27 (old) and \$15 (new). Shell Transports are lower with sellers at \$1.

REFINERIES.—China Sugars have changed ownership at \$110, and are in request at \$109. Luzons are on offer at \$124.

MINING.—Panjungs are unchanged at \$3 sellers. Raubs have been booked at \$63, \$7 and \$74 and can now be placed at \$5. Jelutons are slightly better with some buyers at \$110.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at \$215, \$216, and \$217 cash and for the end of the month delivery, and close steady. Hongkong and Kowloon Wharves are weak with sellers at \$95. New Amoy Docks are neglected at \$384.

FARMHOUSES have sold in the North at \$124. LANDS, HOTELS & BUILDINGS.—Hongkong Lands have eased off to \$175 with some sales and further sellers. Kowloon Lands are on offer at \$44 without tempting buyers. West Point is obtainable at \$55. Humphreys Estates are wanted at \$122 after sales at this rate and \$123. Hongkong Hotels have improved to \$148 with sales and further buyers.

COTTON MILLS.—Ewos can be placed at \$16, 40, and Internationals at the same figure. Laon King Mows have sold in the North at \$15. Soy Chees are unaltered at \$160. Hongkong Cottons have sold and are wanted at \$16.

MISCELLANEOUS.—Green Island Cements have been booked at \$24 and are now held for \$23. China Borneos have been booked at \$11 and more shares are obtainable at the rate. Watsons continue in request at \$15.

Ropes can be placed at \$115. Fanluks are reported sold at \$30, but more shares can be obtained at this figure. Ives have improved to \$235 buyers. Steam Waterboats are wanted at \$113 and United Asbestos at \$9. China Providents have been done at \$9.60 and can still be obtained at this rate. Robinson Pianos are required for \$50.

MEMOS.—China and Manila Steamship Co., Limited, ordinary yearly meeting on the 29th inst., transfer books close on the 26th instant.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

April 19th; let Sunday after Easter.

Matins (11 a.m.).

Responses, Talls; Venite, Old Melody, Lawes and King; Te Deum and Benedictus, Stanford in B flat; Anthem, Awake up my Glory; Barby; Hymn, 499; Kyrie and Gloria, Stainer in F; Offertory Hymn, 127.

Evangelists (5.45 p.m.).

Responses, Talls; Pauls, Russell, Battistelli and Hayes; Magnificat and Nunc Dimittis, Ward in B flat; Hymns, 612, 125, and 174; Vesper Hymn, Ward (No. 1); Voluntaries "Worthy is the Lamb (Messiah, Handel), Andante, Smart.

ST. PETER'S CHURCH.

Queen's Road West.

let Sunday after Easter.

Matins (11 a.m.).

Hymn, 4; Te Deum, Jackson; Kyrie; Hymns, 480, 140, and 695.

Holy Communion (12.20).

Evangelist (6.30 p.m.).

Hymn, 589, 594, 437, and 24.

The Church launch *Dovering* will call on the ships between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. to bring friends ashore to the services (Kowloon Police Pier 10.30 and 6); returning afterwards. The "Answering Pen" is the "call" fig. All the sittings are free and unappropriated. Visitors welcome.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday, April 19th, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

THE UNREST IN CHINA.

AN APPEAL TO LORD LANSDOWNE.

Says the *Spectator*:—"There is food for meditation for Lord Lansdowne in the Chinese rumours (as to a renewed anti-foreign movement) even if he disbelieves them. It is with the slow imagination which seems to mark all our Ministers of State, he probably does; and as he meditates he will probably remember the great changes which the last few years have wrought in the British position in the Far East. We may not have lost strength there—indeed, we have not, for we have gained the Japanese Fleet, if not also the Japanese Army—but we have lost much of our freedom. We can no longer set alone. Any movement against foreigners in China would at once revive the European Concert, and if the Concert acted again it could not be contented a second time with a mere tribute. There would be no more money to get, and any new claim to compensation for the past and security for the future must be satisfied in territory. As the distribution must be among jealous rivals, that opens up a far-reaching prospect of dispute; and even that is not all. Our new obligations to Japan have to be considered. The Japanese would doubtless be most loyal and side with the Europeans, but they cannot in their own interest allow a further serious advance by Russia; and if Russia quarrels with them for interfering, or they quarrel with Russia for advancing, we are bound in honour to make their cause our own. The complications might be, in the event of an outbreak, must be, most serious, and we have rather a habit of drifting till we find ourselves in their midst. We are sailing everywhere amongst derelicts, and trust rather too completely to the skill of the steersman, whose searchlight is sometimes out of order, and the strength of the ship, which is very great no doubt, but which may be overtaxed. We shall be told by all manner of officials that what we have quoted as the latest rumours are only the usual alarmist rubbish always pouring in from China. It may be so, and we heartily hope it is so, our one real interest in China being peaceful trade on all the waters of the Empire, but there are, with respect to news from Peking, always two points to be remembered. One is that the force which drove the Chinese Army on the Legations still rules in China, is implicitly obeyed, and cannot have been conciliated by the result of the war. The other is that no European Foreign Office, except possibly the Russian, has ever succeeded, in spite of skilled agents and great resources, in feeling sure that it fully understood the forces which impel the Chinese Court. . . . We do not expect Lord Lansdowne to take precautions which, whether wise or foolish, would at once awaken Continental jealousy; but he may at least remember clearly that last time every Minister at Peking except the French disbelieved all warnings."

THE RISE OF THE RICKSHA.

The following interesting article on the rise of the ricksha in the Straits Settlements is taken from the *Straits Times*:—

While decanting upon the subject of rickshas, it may be interesting to mention the fact that the first man to ride in one of these Settlements was none other than that well-known resident of Singapore, Mr. H. Abrams. It was in the days when there were no rickshas in the land, and no man knew either the meaning of a ricksha or the use thereof. In those days, as now, they used to bring waders up from Australia to meet the demands of the local Jews; but the system differed from that now in vogue inasmuch as that the horses came up in sailing ships, and were auctioned off by Messrs. Powell and Co. in front of their godown on Raffles Square. The horses were paraded on the street, where the would-be purchasers and the non-productive crowd of idle onlookers essential to a sale of horses, fongathered to lead consequence and picturesque to the auction. Well, one day about twenty-three or twenty-four years ago, the usual lot of horses had been paraded and sold, as well very possibly as a carriage or two, when Powell and Co.'s hirelings dragged forth into public view a couple of jirikshas and put them up for sale. That was some time in 1878 or 1879. In the February of 1880 the first real consignment of the vehicles arrived from Shanghai and were put on the streets to ply for hire. These two pioneers of the business, however, were gazed upon by the astonished populace with the same amazed interest that would have been bestowed upon a pair of unicorns or a two-headed giraffe. They had been consigned to Powell & Co. over a year before "on spec," but had found no purchaser; and an order had come from the consignors to auction them off at any price they might fetch. Accordingly out they were dragged into Raffles Square, and the wondering people gaped at them disapprovingly. Then it was that Mr. Abrams, with a long driving whip in hand—this was high upon a quarter of a century ago—rose to the occasion. He hurried into the crowd and "commandeered" a coolie who had possibly, in the erstwhile, pulled a ricksha in Shanghai. Him did he "commandeer," and then, with a great cracking of his long carriage whip, and amid the tumultuous plaudits of the multitude, he rode up and down the side of the square in the first jiriksha that ever appeared on the streets of Singapore. The two derelicts sold at some such figure as \$4 apiece, one going to Mr. Cuff of the Telegraph Company, who was the first foreign resident in Singapore to drive in a jiriksha regularly. At the present moment, when we complain of a jiriksha famine because a few thousand less than the usual number of the vehicles are to be found plying on the public thoroughfares, this episode is of more than passing interest. The idea of new jirikshas going a begging at \$4 apiece is simply fascinating to-day; yet that is precisely what happened here something less than twenty-five years ago.

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[38]

A PLEA FOR MERCANTILE JACK.

WHY BRITISH SEAMEN ARE LEAVING THE SERVICE.

"It is too evident, unfortunately, that the British tar, with characteristic independence, not unfrequently lays down the law to the captain, and even sometimes threatens to lay hands on him."

The above is one of the reasons given to the Mayor of Cardiff by a shipowner for the employment nowadays of so many foreigners in the British mercantile marine. The same shipowner also stated to the Mayor of Cardiff that "captains coming into port after a long voyage deplore the conduct of their sailors as compared with foreigners: who are sober, steady, and willing to do what they are told." Implying, of course, that British seamen are intemperate, undisciplined, and unwilling.

Now, I'm not a drunkard—I have never been drunk in my life—and I'm fairly steady. In fact, I am a "clerk in holy orders"—in other words, a priest; and yet I have done more than "threaten to lay hands on" a captain of a British merchant ship—I have laid hands on him, and have thrashed him in his own cabin—non-mercifully, but have given him just sufficiently severe a thrashing to teach him the lesson of which, in my opinion, he stood in need.

The same old calamities, that he is a worthless, unreliable, drunken creature, are being dished up day after day to the hurt of the "common sailor" whilst British shipowners and ship captains are held up to the public view as long-suffering, patient, sober paragons of perfection, whom necessity, born of the deterioration of the English sailor, drives to the unsavoury alternative of employing aliens on British ships!

If it is true (which I doubt) that the majority of Britishers on board our ships are no longer what they used to be, it only means this, that the circumstances and conditions of ship life and work, assisted by our modern methods of engaging crews, are to blame. The older, and perhaps better type of man, has been forced out; and an inferior type of man drawn in.

Take the following as an instance in point:—A captain requires a crew—let us say in a foreign or colonial port. His place as captain depends, largely, upon his economical working of the vessel of which he is in command. Perhaps he is part owner. His country commits to him the power to "disrate" any member of his crew—officer as well as able or ordinary seaman—and the unscrupulous captain often so arranges matters before starting on the voyage as to be in a position to exercise this power in the interests of economy; and to the probable addition of all sorts and conditions of undesirable and incapable to the ranks of certified "ordinary" and "able" seamen! A crew is procured through some "runner" who is in the "know." So many A.B.'s; so many ordinaries; so many firemen, &c.; no questions are asked. The reading of the Articles to the men assembled in the Consul's or shipping office is an incomprehensible gabble neither followed nor understood by one of those who is about to "sign on."

The next scene in the comedy takes place out at sea. "You're no able seaman. What the (something which a parson mustn't repeat), what the ——— d'yer mean by signing as A.B.?" No answer is expected or required. In all probability the man is a barber, or a tailor, or—as was a fellow I had to deal with a few days ago—a commission agent, and the skipper knows it. "Disrated! Get for'ard! Two shillings a month is all you're worth, and it's all you'll get." And so on, perhaps with half a dozen more.

If it has been a well-planned and worked-out scheme a few A.B.'s will have been put on the Articles as firemen; and a few firemen as A.B.'s! The A.B. knows nothing about stoking, and is disrated, and sent on deck to do the work which he can do, and where he is greatly needed, at a few shillings a month! Whilst the fireman, who does not know a "stay" from a "signal halyard," is disrated and sent below at greatly reduced wages. Who would not "lay down the law" to the captain under similar circumstances, and who would not be tempted at times to "lay hands" on those responsible?

I remember an instance in which a man was signed on as cook and steward at £7 10s. a month. They could not sail without a cook and steward being entered on the Articles. But the man knew no more about cooking than a cat! The third day out, when the whole ship's company was on the verge of mutiny, he was disrated and sent into the fo'c'sle as ordinary seaman, at about £1 10s. a month, and an apprentice, who had paid a premium of thirty guineas to be taught seamanship and navigation, and who got no wages, was put into the galley to do the cooking and another of the lads was put into the cabin to act as steward!

The internal economy of our mercantile marine—with some honourable exceptions—is a system of jobbery, and it is this jobbery which is largely responsible for the coming in of the aliens and the undesirable and the casting of Britishers and the older types of seamen.

In addition to all the jobbery which goes on there is also the treatment which is meted out to the men and lads on board ship to take into consideration. Treatment which drives some men and lads to desertion, others to acts of insubordination, and tends to make more cowed

animals of the remnant. Take, as an instance of merchant-ship discipline, the case in which a captain disrated an officer, and when this young officer refused to "holly stone" (scrub out) the petty officers' quarters charged him with refusal of duty. This officer was imprisoned for "refusal of duty." On his return to the ship he was again ordered to holly stone, and again refused, and was again charged with refusal of duty. On this occasion the magistrate was satisfied that the "holly stoneing" was ordered on account of spite and not of necessity, and discharged the accused telling the captain that his (the captain's) conduct was reprehensible, but warning the young officer to return to the ship, and to do what he was told. He did so, and that skipper "broke" him!

Thirty-six years ago I was a little lad standing upon the poop of a British ship out on the Indian Ocean. I witnessed then an act of brutality which set my young blood boiling, and had I been a man, would have made a "mutineer" of me, for I should most certainly have thrashed the bully—who was the chief officer of the ship—or have been thrashed by him. Whichever way it turned out, I should have been guilty of striking a superior officer. Fortunately for me, I did not follow the career of a British seaman. Had I done so, ten chances to one I should to-day have been found in the ranks of those who are cast aside as "not wanted," and who are classed amongst drunkards and mutineers—for men generally become what his conditions and surroundings make him. And I would appeal to the British public to postpone passing judgment upon our British merchant seamen until such time as more is known of the actual conditions under which they have to live their lives and work their work.

That British seamen are still available is a fact. That a large percentage of them are capable, disciplined, and reliable men is a fact also, and that an inferior leaven has found its way into their midst—an ever-growing leaven, and an ever-deepening inferiority—is to be attributed, not so much to the sailors themselves, as to the jobbery of some of those who employ them, and of the conduct of some of those who rule over them.

CHAS. P. HOPKINS.

Priest Superior-General, O.S.P.

—London Daily Chronicle.

SHARPERS ON TROOPSHIPS.

A returned soldier caused some surprise in a London police court the other week by stating that he won £300 in gambling on South African troopships. So far no adequate publicity has been given to the fact that during the war transports and from the Cape were practically converted into gambling dens. No organised amusement was provided for the soldiers, who in order to pass time indulged in wild games of chance. The result was that throughout the voyage the troop-decks provided many exciting scenes.

On board the majority of the transports there was a clique of the shady persons whose sole object was to acquire the hard-earned pay of men who had fought and endured hardship. Their procedure was to make frequent trips to the Cape, join an irregular corps, serve a few months, and return home by means of an indulgence passage. By this means they were afforded opportunity to make from £100 to £200 on route. Some of them were broken-down workhorses, and they readily admitted that "working the war" was more remunerative. There was no concealment of identity, for on nearing Southampton they discarded khaki and blossomed forth in big-checked suits.

But for these pests many of the genuine ex-soldiers now starving and homeless would have been in a position of comparative affluence. It was a common occurrence to see cards covered with gold to the extent of £100. The officers of one regiment, determined to stop gambling, paid their men in five-pound notes. Shortly afterwards five-pound notes were exchanged wholesale for £2 in ready cash. Two days later nearly the whole of this extraordinary pay issue had drifted into the pockets of the enterprising sharpers, who were as much in their element on one of H.M. transports as they would have been on a racecourse.



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NEW ADVERTISEMENTS

NOTICE.

M. FEIZULLABHOY ESSABHOY EBRAMIM will leave this Colony shortly, and the business will be carried on by Mr. ESSOOPALLY SOULEMANJEE, who is authorised to Sign our Firm in Hongkong from this date.

ABDOULLAH EBRAMIM & CO.
Hongkong, 18th April, 1903. [1203]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TODAY (SATURDAY), the 18th instant, will be for a SUBSCRIPTION CUP and SPOONS, commencing at 2.30 p.m., weather permitting. Ranges 200, 500 and 600 yards. 7 shots and a sighter at each Range.

Entrances for the Cup \$1.00.
M. S. NORTHCOTE,
Hon. Secretary.
Hongkong, 18th April, 1903. [110]

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE N.D.L. Steamship

"MARBURG."
Captain Stern, will be despatched for the above ports TO DAY, the 18th inst., at 5 p.m.

For Freight, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 17th April, 1903. [1201]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."
Captain Geo. Payne, will be despatched as above on TUESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th April, 1903. [1198]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed, that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 17th April, 1903. [1199]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG."
Captain Stern, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TODAY, the 18th inst.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 16th April, 1903. [1200]

THE HONGKONG WEEKLY PRESS will

be ready on Monday, and will contain:

Leading Articles:—

Russia and Manchuria.

British Consols.

Railway Projects in China.

The Sui Mania.

The Admiralty Dock Petition.

Storm Warnings.

The Unrest in China.

The Chinese Petition.

Hongkong Sanitary Board.

Supreme Court.

Mining Developments.

Retirement of Mr. A. Mackie.

Serious Accident to an European.

Plague Case from Hongkong.

Explosion of a Powder Magazine at Canton.

Canton.

Steamer Ashore at Chefoo.

Amoy.

China-Borneo Co., Ltd.

The "Siberia" "At Home."

Correspondence.

The China Association.

Review.

The Anti-Footbinding Movement.

The Hongkong Rifle Association.

Cricket.

Lawn-Tennis.

Royal Hongkong Golf Club.

The Stock of Currency in Hongkong.

The Osaka Exhibition.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; post, 1/2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 18th April, 1903.

NEW ADVERTISEMENTS

NOTICE.

GYMKHANA will be held at the **HAPPY VALLEY** and **LACE-COURSE TO DAY (SATURDAY)**, the 18th inst., commencing at 2.30 p.m.

Tickets of Admission, price \$1 each, can be obtained at the gate.

Ladies are invited. The Band of the Sherwood Foresters will attend.

Hongkong, 18th April, 1903. [1205]

VICTORIA LODGE, No. 1026, E.C.

A REGULAR MEETING of the **FREEMASONS' HALL**, Zetland Street, on **WEDNESDAY**, the 22nd APRIL, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th April, 1903. [1204]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA."
Captain Evans, will be despatched for the above port TO DAY, the 18th inst., at 5 p.m.

For Freight or Passage, apply to
DOUGLAS LAPELLE & CO.,
General Managers.

Hongkong, 17th April, 1903. [1197]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KERMUN"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th April, 1903. [11]

ENTERTAINMENT

THEATRE ROYAL

CITY HALL.

LESSEES AND PROPRIETORS—Mr. C. A. POLLARD and Mrs. N. CHESTER.

POLLARD'S

LILLIPUTIAN

OPERA CO.

THIS (SATURDAY) AFTERNOON,
at 3.30, SURS.

GRAND MATINEE.

"LA MASCOTTE."

CHILDREN AND AMATEURS HALF-PRICE.

TO-NIGHT

(SATURDAY) AND MONDAY NIGHT,

"A GAIETY GIRL."

TUESDAY, LAST PERFORMANCE.

WEBER AND FIELD'S GREAT

AMERICAN BURLESQUE,

"POUSSE CAFE."

The Plans at the **ROBINSON PIANO COMPANY.** Prices as usual.

Late Trans and Ferries as usual

A. H. POLLARD,
Manager.

Hongkong, 18th April, 1903. [1133]

M. CHADWICK KEW

DENTAL SURGEON,

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 a.m. to 5 p.m.

Hongkong, 14th March, 1903. [839]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the **MILITARY AUTHORITIES** that **GUN PRACTICE** will be carried out from **STONECUTTERS' Island** and **Belcher's**, on the 21st and 22nd April, 1903, at Targets in a Westerly and South-Westerly direction from **Stonecutters'**, and in a North-Westerly and Westerly direction from **Belcher's**.

Practices will commence at about 9.30 a.m. By Command.

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th April, 1903. [1194]

WINCHESTER CARABINES.

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, BINSTMANN & CO.,

14, DES VŒUX ROAD. [2742]

R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [319]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO DAY (SATURDAY),
the 18th April, 1903, at 2.30 p.m., at his Sales Rooms, Duddell Street,

A QUANTITY OF FINE SILK

HANGINGS, TABLE COVERS, BED

COVERS, CUSHIONCOVERS, MANTEL

DRAPERIES, CUT VELVET, PICTURES

BY "KORUN," SCREENS, &c., &c.

SATSUMA AND CLOISONNE WARES

BRONZE FIGURES, INCENSE BURNERS

AND CANDLESTICKS, &c., &c.

On view from Friday, the 17th April.

Catalogues will be issued.

Terms—Cash on delivery.

GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 15th April, 1903. [1169]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

TO DAY (SATURDAY),
the 18th April, 1903, at 2.30 p.m., at their

SALES ROOMS, No. 8, Des Vœux Road,

Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

SATIN-COVERED DRAWING-ROOM

SUITE, TEAKWOOD OVERMANTELS

WITH BEVELLED GLASS, AMERICAN

ROLL-TOP DESKS, BLACKWOOD

WARE, TEAKWOOD EXTENSION

DINING TABLE and CHAIRS, MOROC-

CO COFFER, SOFA and CHAIRS,

MARBLE TOP DRESSING TABLES with

BEVELLED GLASS, FOR RUSS,

ELECTRO-PLATED GLASS WARES,

DOUBLE IRON BEDSTEAD with WIRE

and HAIR MATTRESSES, MARIN-

BURK'S MAKE WASHSTANDS and

DRESSING TABLES, COOKING

STOVES, &c., &c.;

Also

AN ENGLISH BILLIARD-TABLE,

UES, &c., &c.;

One PIANO by ROBINSON & CO.,

One PIANO by BROADWOOD;

And

Three SADDLES and BRIDLES Complete.

On view from Friday, the 17th inst.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th April, 1903. [1154]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction,

on
WEDNESDAY,
the 22nd April, 1903, at 11 a.m., at their

SALES ROOMS, No. 8, Des Vœux Road,

Corner of Ice House Street,

THE STOCK-IN-TRADE OF CHEUNG

WOO'S FIRM,

43, Queen's Road Central,

Comprising:—

TWEEDS, FLANNELS, GENTLE-

MAN'S SHIRTS, FELT and STRAW

HATS, LINEN, SOCKS, FLANNEL-

LETTERS, HANDKERCHIEFS, MONIEY

PURSES, PERFUMERY, BUTTONS,

GENTLEMEN'S BOOTS and SHOES,

SCISSORS, KNIVES, COLLARS,

WALKING STICKS, SINGLET, RAIN

COATS, BRACES, SOAPS, &c., &c.;

Also

GLASS SHOWCASES, COUNTER,

MIRRORS and TABLES will be sold on the

Premises, No. 43, Queen's Road Central, at

2.30 p.m.

Terms—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 16th April, 1903. [1153]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction,

on
WEDNESDAY,
the 22nd April, 1903, at 3 p.m., at his

SALES ROOMS, Duddell Street

(By Order of the Mortgagee).

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY.

All that Piece or Parcel of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as Section D of Inland Lot No. 430 with the House thereon known as No. 24, Cross Street. The property is to be sold in one lot. Crown lease term 999 years. Proportion of Crown Rent \$8.96. Area 596 square feet.

For Further Particulars, apply to—

S. W. TSO,
Solicitor for the Vendor,

or

GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 10th April, 1903. [1119]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from **C. EWENS, Esq.,** to Sell by Public Auction,

on
THURSDAY,
the 23rd April, 1903, at "COOMBE," Magazine

SHIPPING.

ARRIVALS.

April 15, MAUSAND, British str., 1844, W. D. Welch, Sandakan, 11th April, Timor and General—JARDINE, MATHEWS & Co.
April 16, PROSEPER, Norwegian str., 789, J. Christiansen, Wulu 14th April, Rice—CHINESE.
April 17, GLENFARRO, British str., 2,255, W. H. Holman, Moji 11th April, Coals—McGregor Bros. & Co.
April 17, GREGORY APCR, British str., 2,240, J. J. Offert, Calcutta 1st April, General—D. SASSON & Co., Ltd.
April 17, INABA MARU, Japanese str., 6,185, Wm. Hambro, Shanghai 14th April, General—NIPPON YUSEN KAISHA.
April 17, KERNUN, British str., 4,897, D. Davies, Singapore 12th April, General—BUTTERFIELD & SWIRE.
April 17, KILWON, German str., from Canton.
April 17, ROSETTA MARU, Japanese str., 2,402, N. Tate, Manila 15th April, General—TOYO KISEN K. ISHA.

CLEARANCES.

THE HANCOCK MASTER'S OFFICE.
17th April.
Houma, German str., for Kuda.
China, Austrian str., for Yokohama.
Contingent, British str., for Port Arthur.
Franz Ferdinand, Austrian str., for Singapore.
Hailong, British str., for Swatow.
Haidin, German str., for Amoy.
Hongkong, French str., for Kwangchowwan.
Kishiu Maru, Japanese str., for Kobe.
Kwongyang, British str., for Swatow.
Looching, British str., for Manila.
Sabine Rickman, British str., for Singapore.
Tataria, German str., for Amoy.
Thales, British str., for Swatow.
Taitan, German str., for Bangkok.
Verona, German str., for Moji.
Zofra, British str., for Manila.

DEPARTURES.

17th April.
CHINA, Austrian str., for Yokohama.
Contingent, British str., for Port Arthur.
Franz Ferdinand, Austrian str., for Trieste.
Hailong, British str., for Tamsui.
Haidin, German str., for Amoy.
Hongkong, French str., for Kwangchowwan.
Kishiu Maru, Japanese str., for Kobe.
Kwongyang, British str., for Swatow.
Looching, British str., for Manila.
Ockan, British battleship, for practice.
PROSEPER, Norwegian str., for Shanghai.
TROSEK, Norwegian str., for Canton.
TACOMA, American str., for Tacoma.
TATARIA, German str., for Amoy.
THALES, British str., for Coast Ports.
TITAN, German str., for Bangkok.
VERONA, German str., for Moji.

VESSELS IN DOCK.

17th April.
ARFERNEN DOCKS.—Selva, Teurugian Maru.
KOWLOON DOCKS.—Compania de Filipinas, Hyades, Montague, Hae, H.I.G.M.S. Jaguar, Canton River, B.M.S. Albion, Kwong Lai, Looching.
COSMOPOLITAN DOCK.—Futshan, H.M.S. Roubler, H.M.S. Hardy.

SHIPPING REPORTS.

The British steamer Keeman, from Singapore 12th April, had moderate to fresh N.E. winds, moderate sea, with very blue weather throughout the passage.
The British steamer Glenfarr, from Moji 11th April, had light and clear weather with moderate N.E. to S.E. winds to lat. 30° N. thence to Breaker Point fog with light variable winds. From Breaker Point to port fine and clear weather with light variable winds.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"CALEDONIAN"
Captain Macanetti, will be despatched for the above ports on or about SUNDAY, the 19th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 15th April, 1903. [2]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"MELPOMENE"
Captain Tosone, will leave for the above places on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to
SANDER, WILBER & CO., Agents.
Princes Buildings.
Hongkong, 15th April, 1903. [1168]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS.)
THE "Shire" Line Steamship
"PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.
The American Asiatic Steamship Company's
"NORMAN ISLES"
will be despatched on or about MONDAY, the 15th June.
For Freight, &c., apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 17th April, 1903. [1187]

HONGKONG-MACAO LINE.
S.S. "WING CHAI"
Captain T. Austin, R.N.
Daily Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
1st Class fare (including cabin and servant), \$8; return ticket, \$15.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steage, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to
SAM WANG & CO., LD., 81, Queen's Road Central.
Hongkong, 25th February, 1903. [849]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, LOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, the Company's Steamship "TONKIN," Captain Schmitz, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.
This steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez Port Said and Marsilles.
Cargo and Specie will be registered for London as well as for Marseille, and accepted in transit through Marseille for the principal places of Europe.
Shipping Orders will be granted till Noon only on Wednesday, the 22nd April. Specie and Parcels received until 4 P.M. on the same day.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 9th April, 1903. [2]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Japanese Mail Steamship
"YAWATA MARU,"
3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 24th inst., at 4 P.M.
This well-known Steamer is specially constructed for a service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA, Manager.
Hongkong, 15th April, 1903. [1172]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
P. L. Y. M. GUTHRIE & CO., LTD., LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"BALLAARAT,"
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th APRIL, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseille and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 13th April, 1903. [1]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中
FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.
THE Steamship
"CHINGWO,"
Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at Noon.
For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.
J. S. VAN BUREN, Superintendent.
Hongkong, 6th April, 1903. [1066]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th April, 1903. [8]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALED TABLE. DUTY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
Hongkong, 9th January, 1903. [250]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.
STEAM FOR KUDAT & SANDAKAN.
Taking Cargo at through rates to TAWAU, LAHAD DATU AND LABUAN.
THE Company's Steamship
"BORNEO,"
Captain Muhi, will be ready to load for the above ports on the 16th inst.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 13th April, 1903. [1125]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, staterooms, Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	Sat., 18th Apr., 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat., 25th Apr., 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [17]

Hongkong, 13th April, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILING: FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KINSHU MARU	KOBE	FRIDAY, 17th Apr. at 4 P.M.
INABA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 18th Apr. at DAYLIGHT
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 21st Apr. at NOON
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st Apr. at 4 P.M.
KANUGA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd Apr. at NOON
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 24th Apr. at DAYLIGHT
YAWATA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th Apr. at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 2nd May, at DAYLIGHT
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at DAYLIGHT

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Cluster Road.
A. S. MIHARA, Manager. [9]

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Saturday, 18th April, at 11 A.M.
"ROSETTA MARU"	N. Tate	3876	Wednesday, 22nd April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager. [478]

Hongkong, 1st April, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TELESSE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SAMBIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 23rd April. Freight.
SERBA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 5th May. Freight.
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 19th May. Freight.
NUBIA	NEW YORK, via PORTS (Calling at Singapore and Penang)	On 30th May. Freight.
SEGOWIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STRASBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, COLOMBO and PEKIN BOMBAY

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO and PEKIN BOMBAY	C. B. Longden, R.N.R.	Noon, 21st April	Freight only.
LONDON &c.	BALLAARAT	Noon, 25th April	See Special Advertisment.
SHANGHAI	BENGOAL	About 25th April	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Socotra	About 30th April	Freight only.
SHANGHAI and YAKU	Bombay	About 1st May	Freight or Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent. [1]

Hongkong, 18th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR PORTLAND, OREGON. OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	W. E. Craven	April 24, 1903
"INDEAPURA"	4,899	A. E. Hollingsworth	May 14, 1903
"INDRASAMBA"	5,197	S. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th April, 1903. [14]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 19th April
TAMSUI, via SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 26th April
FOOCHOW, via SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 22nd April
ANPING, via SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 29th April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 16th April, 1903. T. ARIMA, Manager. [15]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 14 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

1903

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 29th April
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 6th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 19th May
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 27th May
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 3rd June
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 14th July
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
J. E. BROWN, General Agent, Pacific Street.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RICHMOND CASTLE"	About 20th April.
"AFRIDI"	5th May.
"SAGAMI"	23rd May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 6th April, 1903. [884-922]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIOUX, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN"
Captain Helms, will be despatched as above on WEDNESDAY, the 6th day, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th April, 1903. [1155]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
S.S. "CHU KONG" (Captain Mason).
Departures from Hongkong to Macao daily at 8 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
Fares:
1st Class, \$2.00
2nd " " 1.00
3rd " " 0.50
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO., No. 42, Bonham Strand West.
Hongkong, 11th March, 1903. [846]

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232.
Hongkong, 13th March, 1903. [3404]

NOW ON SALE. DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.

WITH ALPHABETICAL LIST. 88 PAGES, BOUND IN CLOTH AND LETTERED SLIP. PAPER COVER, 60 Cents. On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai; Mr. EDWARD EVANS, Missionary Home, Shanghai; Messrs. KELLY & WALSH, LD., Hongkong, Shanghai and Yokohama; Messrs. W. BREWER & CO., Hongkong and Shanghai; YUEN CHONG BOOK STORE, Swatow; Messrs. A. S. WATSON & CO., Amoy; Messrs. A. S. WATSON & CO., FOOCHOW; Messrs. H. BLOW & CO., HANKOW; Messrs. HODGE & CO., "Seoul Press," Seoul; "NAGASAKI PRESS" OFFICE, Nagasaki; "KOREA CHRONICLE" OFFICE, Kobe; The "DAILY PRESS" OFFICE, Hongkong; and at the London Office, 131, Fleet Street, Hongkong, 1st January, 1903.

ON SALE. "MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN WERRY SCOTT, R.N. CO., (of H. M. S. Terrible).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices ... \$1 and \$1.50

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL VIA MARSEILLES	"PINGSUEY"	On 20th April.
MARSEILLES, LONDON and ANTWERP	"DEUCALION"	On 28th April.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
LIVERPOOL VIA GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"ANTIALUS"	On 21st May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALCHAS"	On 9th June.
LIVERPOOL VIA GENOA	"HYSON"	On 12th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"KEPMUN"	On 18th April.
The S.S. "PINGSUEY" for Marseilles and Liverpool, left Shanghai on the 17th inst., a.m., and is expected here on the 20th inst., a.m.	"AJAX"	On 20th May.

* Taking Cargo for Liverpool at London Rates.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th April, 1903.

CHINA NAVIGATION CO. LIMITED.

PORT	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	On 20th April.
MANILA	"TAIYUAN"	On 21st April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April.
MANILA	"SUNGKIANG"	On 22nd April.
CEBU and ILOILO	"KAIFONG"	On 23rd April.
KOBE	"TSINAN"	On 30th April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th April, 1903.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
HYADES	Geo. Wright	3,753	May 5th
* SHAWMUT	W. M. Smith	9,606	May 21st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION		
STEAMERS.	SAILING DATES.	
* KLAUSCHOU	WEDNESDAY	29th April
BAYERN	WEDNESDAY	13th May
ZIETEN	WEDNESDAY	27th May
STUTTGART	THURSDAY	11th June
REON	THURSDAY	25th June
PRUSSEN	THURSDAY	9th July
* HAMBURG	THURSDAY	23rd July
PRINZ HEINRICH	THURSDAY	6th August

ON WEDNESDAY, the 29th day of April, 1903, at Noon, the Steamship "KLAUSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 27th April. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 16th April, 1903.

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FLUID OIL CRUDE FLUID POWDER EMBROCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN KILLS ALL DISEASE GERMS. OXYGENATES THE AIR.

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"HOW TO DISINFECT" Book Free.

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THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.

Hankow, 14th February, 1901.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.

Care of Office of this Paper.

Hongkong, 23rd February, 1901.

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HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPEPSIA, NERVOUS, KIDNEY and LIVER COMPLAINTS, HASTING DREAMS, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Mysterious Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

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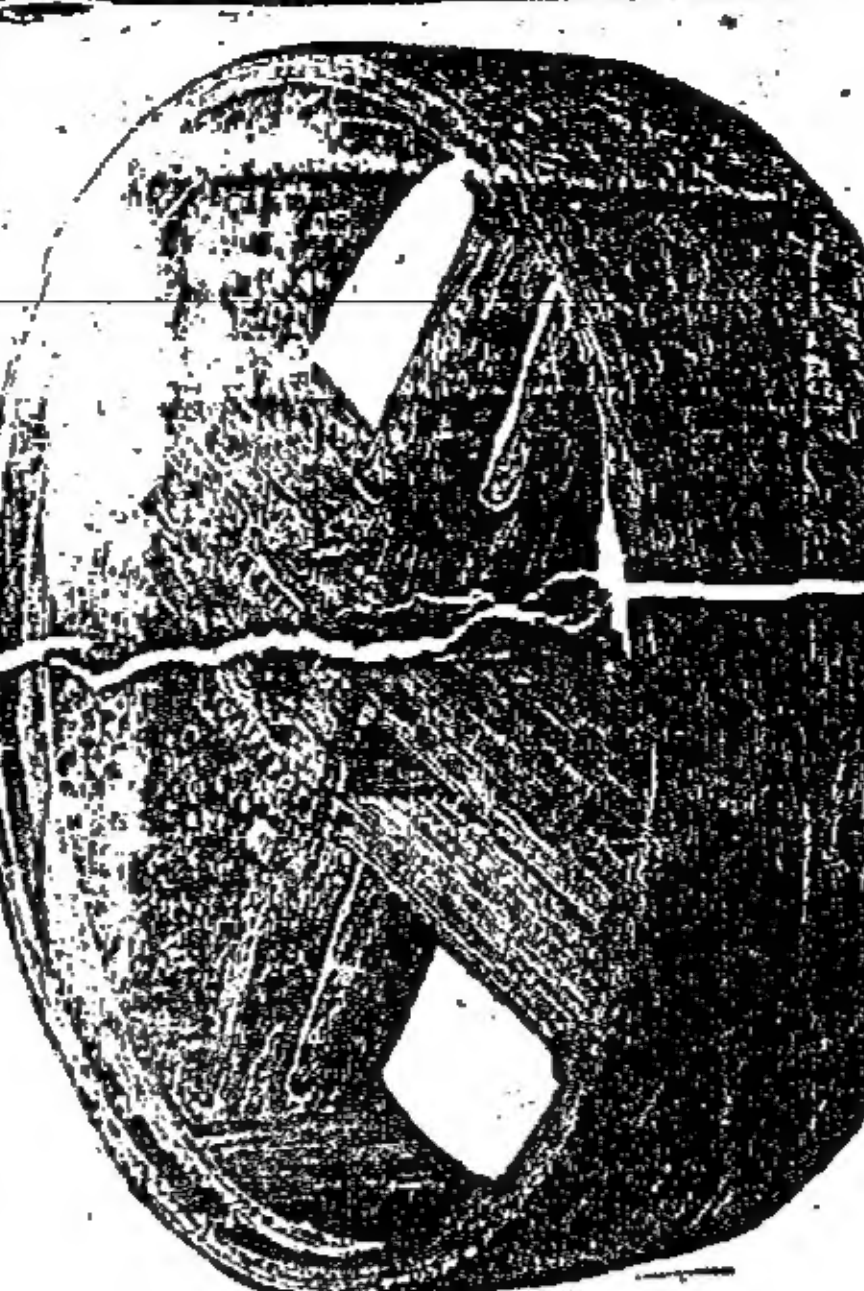
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Clarke's Blood Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMOUS BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a sure and permanent Cure.

Cures Old Sores.

Cures Sores on the Neck.

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